

COUNTRY

Germany (Soviet Zone)

REPORT NO.

TOPIC

Puetnitz Airfield

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EVALUATION

PLACE OBTAINED

25X1A

25X1A

DATE OF CONTENT

25X1C

DATE OBTAINED

DATE PREPARED 13 May 1952

25X1A

REFERENCES

PAGES

2

ENCLOSURES (NO. & TYPE)

REMARKS

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25X1C

1. [REDACTED] 16 March 1952, Puetnitz airfield was observed from the east. There were no aircraft seen at the field. Local residents stated that lately most of the flying was practiced at night. On 23 March, a braced antenna mast, 10 to 12 meters high, and two small temporary buildings were observed in the valley of Saaler Bake brook, near the crossing of the footpath leading from the target range. Telephone cables supported by masts led to another radio station of the same type, located 200 meters to the east and in the direction of the airfield. Truck [REDACTED] observed at the second radio station from which other telephone cables led to the woods of Behrenshagen. According to local residents the largest radio station of the airfield was located there. (1) This radio installation could not be approached, because it was heavily guarded. Sedan [REDACTED] observed at the field.

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25X1C

2. On 29 March, a disassembled swept-back jet fighter [REDACTED] seen on a flatcar with sideracks at Dargarten railroad station. This flatcar was a part of train [REDACTED] which also included three tank cars. This train had arrived from Stralsund for Puetnitz airfield. [REDACTED] on 7 April, the airfield was observed from the water. Ten aircraft were counted at the field. There was no flying. Motor vehicles observed at the field included trucks [REDACTED] which arrived with 10 EM and luggage from the railroad station and sedans [REDACTED]
3. [REDACTED] on 18 March, there was flying by 12 jet fighters in formations of four. Individual flying by eight jet fighters was observed between 1 and 5 p.m. Flying by individual aircraft was continued between 7 p.m. and 2 a.m. the next day. [REDACTED] a crew of two climbed into each of three jet fighters. On 19 March, there was formation flying by squadrons in the morning and individual flying by jet fighters in the afternoon. The weather was clear. A German working at the field counted 48 jet fighters parked in two lines south of the spur track, about 400 meters east of the loading ramp, and seven additional jet fighters and a biplane at the hangars. (2) Between 9:30 a.m. and noon on 20 March, there was flying by jet fighters in formations of eight. There was good visibility and a high cloud base. In the afternoon, flying was practiced by two individual single-engine monoplanes. Between 9 p.m. and midnight, there was individual flying by jet fighters. Daily flying

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2

25X1A

was observed between 21 and 31 March. Between 9 and 11:30 a.m. on 1 April, flying was practiced by three formations of 12 and one formation of four jet fighters. There was a 4/10 overcast at a cloud base of about 3,000 meters and a visibility of about eight kilometers. Flying was observed daily between 2 and 4 April. Between 7 a.m. and noon on 5 April, individual flying was practiced by jet fighters and single engine monoplanes. There was a 7/10 overcast and a cloud base at 1,000 meters. Red Nos 27 and 29 were identified on two landing jet fighters. Both planes had a red B and a red H in front of the number. (3) It was observed that an ambulance drove up to several jet fighters immediately after they had landed.

4. A radio truck with extended mast was seen at either end of the runway. It was learned that the former German bomb depot in the woods northwest of the field was intact, but it was not determined whether it was being used by the Russians. A railroadman stated that during the night of 15 March a shipment of 12 tanks was seen on the railroad track from Damparten moving in the direction of the airfield. (4) Motor vehicle observed at the field included trucks [REDACTED] and jeep [REDACTED]

25X1C

5. On 6 April, a farmer from Puetnitz stated that Russians stationed at the field had told him that, due to the sea fog, the airfield does not meet the requirements and that frequent accidents were caused by the fog. A new airfield was, therefore, rapidly being constructed in a wooded area near Guestrow. (5)

**Comments.**

- (1) The course of Saaler Bake brook and the location of the target range and Behrenshagener wood are entered on map GSGS 4414, sheets 1740 and 1741. One of the radio stations at the brook is believed to be the inner landing beacon. The purpose of the installation, 200 meters to the east, is not clear. The outer landing beacon is probably located in Behrenshagener Wald.
- (2) The great number of jet aircraft observed is credible. They were identified on photographs which are not forwarded as MiG-15s with auxiliary tanks. Fifty five MiG-15s were also observed by another reliable source, according to whom the fighter regiment from Neubrandenburg has been temporarily stationed at Puetnitz for firing practice since about 10 March. The strength of the fighter regiment stationed at Puetnitz was not determined.
- (3) [REDACTED]
- (4) It was previously reported that tanks were parked in one of the hangars at Puetnitz airfield. It is doubted that an army unit is stationed there, because soldiers were never observed at the field.
- (5) Unfavorable weather conditions exist at Puetnitz airfield only during the winter. It seems improbable that the field is to be abandoned now, after the improvements are completed. The reported construction of a new airfield near Guestrow probably refers to the airfield under construction near Retzow. [REDACTED]

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